### GENERALITIES.

Coully Sport. The Supreme Judicial Court, in session at Dover week before last, was occupied three days with the trial of the case of Ricker vs. Freeman an action brought by the plaintiff against the defendant for injuries sustained eleven years ago, when the parties were schoolboys of about twelve years of age. The evidence showed that during the recess of the school which they attended, the boys were "skylarking" on the stairs, in the course of which Freeman threw Ricker so violently that he fell upon some hooks in the wall, one of which entered his neck and did him so much injury that he never recovered from the effects of it. The damages were laid at \$5000, and the action has been deferred till this late day when the parties became of age. The jury rendered a verdict for the plaintiff, and gave him damages to the amount of \$3250. malice was imputed to the defendant, but the act for which he is made to pay so smartly was the result of the rough play in which schoolboys frequently indulge. — Concord (N. H.)

Restored to Sight. A strange story has got abroad in Edinburgh recently in regard to an aged female pauper in the St. Cuthbert's Poorbouse. The woman has been an inmate of the poorhouse for a good many years, and in addition to her other misfor-tunes she had been afflicted with blindness. Not long ago she was attacked with a violent pain, such as the medical officers could not understand, far less relieve. It lasted the whole of the night, and part of the following day, and was described as of such a nature that it threatened to "tear her eyes out." At last it reached a height; the poor woman for a time was left in a state of semi-prostration; but to ner delight, as soon as the pain had passed off, she found that her eyesight had been restored! One can imagine the astonishment of one of the officers, when, shaking him heartily by the hand, she said:—"I have often shaken hands with you before; I have often heard your voice and spoke to you, but never have I seen your face till this

The Spanish Mission. The withdrawal of Sickles and the appointment of Mr. Parke Godwin, whose name has already been mentioned in connection with the place, and who is of the order of mind of Adams, kieley, and the early statesmen of the country, would be an act suited to the occasion. Mr. Godwin not only comprehends the philoso-phy of history, but he has that broad and sensitive nature which responds to the thought of the people. The experience and studies of Mr. God-win, his accomplishments as a linguist, his intimate acquaintance with public affairs, and especially with the politics and men of our own country, peculiarly fit him for the present emergency in Spain. For some years he has been withdrawn from the active editorial management of the Post, and has passed the time in Europe, gathering materials for the continua-tion of his great history of France, all the while mingling with the best informed and most active men of the Old World. Our interests and our honor would be cared for with wisdom and dignity were they intrusted to the care of Mr. Gedwin, and certainly there is reason to fear that they are not now safe .- Cincinnati Com-

Travellers on Long Island Sound. The means of safety for travellers on our Sound boats are becoming very unsound. About six weeks ago we called attention to the case of a passenger who was drugged, robbed, and thrown overboard from one of them, without apparently exciting the least notice of any of the officers of the boat. Luckily the victim of this outrage was an expert swimmer, and so saved his life, after remaining in the water nearly two hours. Last Wednesday night a man named Cox, and but recently arrived in this country, took passage on board the steamer Bristol, from this city, and late in the evening was shot by some stranger without the slightest provocation. These occurrences, taken in conjunction, give rise to a question of taste, namely, whether it is preferable to be shot or be drowned. People who prefer the water lines of communication would do well to settle this question in their own minds before purchasing tickets .- N. Y. Post.

## Foreign Items.

-M. Eugene Godard, the geronant, recently ande an ascension at Rheims, but in alighting his balloon, the Cite-de-Florence, was caught in a gust of wind and torn into strips. Fortunately the persons in the car, three in number, were

—The Emperor has sent to M. Theophile Gan-tier, in acknowledgment of the verses which that writer extemporized last season at the resi-dence of the Princess Mathilde, a flattering autograph letter, accompanied by two magnificent

Sevres vases.

—The Wheekblad voor Israelieten, a Dutch Jewish paper, reports that a Jewish lady in her hundredth year recently visited the Amsterdam Exhibition, accompanied by her grandson, who was himself a grandfather. She inspected a sewing-machine and threaded a needle without the aid of spectacles.

-At a short distance from Rivadellesa, an immense natural grotto, entirely filled with stalactite columns of great beauty, has just been discovered by some English miners. Passages extend in different directions for more than a league. Tourists declare this cavern to be one of the most beautiful in the world.

-The remains of the unfortunate Adah Menken were some time ago removed from Pere la Chalse to Mont Parnasse, where the obelisk was raised to her memory. It is now stated that the wrong coffin was disinterred, a second having been placed surreptitiously above hers. An unknown corpse lies therefore under the obelisk. with its ornamental cross and wreath, at Mont Parnasse, while poor Menken sleeps unnoticed in her humble grave. Her dying wishes were that it might be marked only by a rude cross, bearing the words "Thou knowest.

—A new poet has turned up in England—a realistic poet, we should say, judging by the specimens of his verse given in the Athenoun. In a ballad on the battle of Trafaigar occurs this vigorous and racy stanza, the first line of which might have been written by the late Artemus

"At 1.15 Lord Nelson fell, And forty men around him; A bali from the Reboubtable Most grievously did wound him; At half past four o'clock he died, And Glory came and crowned him.

—The Indian papers state that the Maharajah of Travancore is about to perform the ceremony of Thooloparum. The process consists of his Highness being placed in one scale with an equal weight of gold in the other. The gold thus obtained is afterwards distributed arrange. thus obtained is afterwards distributed among the Brahmins according to each one's privilege and it is only after the ceremony that his Highness is supposed to be sanctified. There is another ceremony which consists in his Highness passing through the belly of a cow of gold this is termed Erniagherpum. This it is pro-posed to celebrate next year. It is feared that these costly ceremonies, combined with the coming Moorajebum, will absorb a good portion of the surplus revenue of the State.

-The Duke of Cambridge, the commander-inchief of the English army, lately did a brilliant thing. He signified his pleasure that all officers should wear steel scabbards for their swords, and at considerable trouble and expense the whim of his Royal Highness was obeyed. A group of offi-cers, equipped with these new steel scabbards, was formed inside the Chatham redoubt at nigh when a supposed enemy threw an electric light upon the work. In an instant each officer stood revealed by a gleam of white light down his side an easy prey to the enemy's sharpshooters, had the campaign been real instead of mimic. The steel scabbards ordered by his Royal Highness are now to be blackened, also at considerable trouble and expense. So much for meddling

For some months past the Saturday Review has been set up in type the separate letters of which are joined together with a sort of gum or cement, so that short words and parts of are lifted from the case by the compositor in one operation, instead of picking up each separate and distinct letter. It is understood that this modern adaptation of the elder Mr. Walter's system of logotypography is not a complete suc-

cess; the multiplication of the type-boxes, and difficulty of remembering the places of all the varied combinations of letters, rendering the process slow and tedious, Messrs, Spottiswoode, the printers, who make this experiment, have tried many plans for abbreviating time and saving trouble in type-setting, but none of them have as yet superseded the method universally in use from the invention of printing.

-In Paris "findings are not keepings," and no less than from eighteen to twenty thousand objects found upon the public way are deposited by the finders at a special depot for that pur-pose in the course of the year. About an equal number of articles left in public vehicles are similarly deposited. These waifs and strays are all stowed away within the prefecture of police, in an immense magazine, which forms a perfect bazzar of odds and ends of the most heterogeneous character, every one numbered, ticketed, lassed, and arranged in marvellous order, waiting to be reclaimed by its lawful owner. The room where all the more valuable objects are eposited contains twelve immense presses deposited contains tweive immense prosses filled with watches, chains, rouleaux of gold coin, bank-notes, diamonds, and jewelry of every kind, and there are commonly in these presses no less than twelve thousand unclaimed articles. The general depot comprises nine large rooms, furnished from top to bottom with shelves, upon which are piled objects of every shape, size, nature, and value cashmere shawls and sabots, hand organs and artificial flowers, kitchen utensils and pocketbooks, bunches of keys and currycombs. The number of objects in the depot at one time is usually about forty thousand. Ordinarily the number of canes, umbrellas, and parasols is at least fifteen thousand. All articles, if not reclaimed within a year, are handed back to the inders, who are required, however, to keep hem two years and a day before they are legally entitled to dispose of them. Although Parisians are perfectly aware of the existence of this depot. omparatively few take the trouble to inquire there for any lost article, every one thinking his property is certain to have fallen into dishonest

Foreign Literary Items. -The first part of the Roxburghe Ballads, for

the Ballad Society, is in press. -Mr. Dymond, who has been connected with the Morning Star from its commencement, is about to retire from that paper, with the inten-

tion of settling in Canada.

—Count Philip Paul de Segur is the oldest man in the French Academy. He was born in 1780, and "received" in 1830. But the oldest Academician is M. A. F. Villemain, born 1790, and received into membership in 1821.

-The Queen's autograph fetter; by which she intimated her intention to present to the Royal Academy her bust, the work of her daughter, the Princess Louise, has, by her Majesty's per-mission, been deposited in the archives of the Academy. The bust will be placed, we believe, in the chief exhibition room.

—Mr. William Michael Rossetti is editing a

cheap series of the later British poets for Messrs. Moxon, with compendious biographico-critical notices. Six volumes will be ready in October.
Mr. Rossetti's new Life of Shelley is also in press, and will be published, with his edition of the poet's works, in November.

—Mr. Richard Morris will add to his re-edition

of the curious early Bestlary for the Early English Text Society some thirteenth-century Kentish sermons translated from the French, the "Passion of our Lord" and other poems from the Jesus College MS. of the "Owl and Nightingale," and some versions of the Proverbs of

-Mr. Wilkie Collins is alert, after a long repose. He is now engaged on a story which is intended for successive numbers of Cassell's We will suggest to Mr. Wilkie Collins that if he completes his story before the first number appears in a serial form his labor will be materially lightened, his health spared, and the public will be free from all possible disappointment.

The next book in Mr. Arber's excellent series of English reprints is the fifteenth-century version of the "Reuelacion of Sent Nycholas to a Monke of Euyshamme, A. D. 1196, from the unique copy in the British Museum, not heretofore reprinted. It is an account of the monk's visit to Purgatory and Paradise, under the midance of St. Nicholas, showing how sinners are punished and well-doers rewarded, and intended "for the comfort and profetying of all cristyn pepulle." There is, of course, much matter in it for the illustration of the life and

opinions of the writer's time in England. —The Newton-Pascal affair in Paris has come to an end, and in the way that was from the first foreseen on the English side of the Channel. At the meeting of the Academy of Sciences on Sept. 18, M. Chasles delivered a brief history of the whole matter, showing how the MSS, first came into his hands by purchase of a few letters, then more and more followed to the number of above 20,000, all of which he also bought, having no doubt of their genuineness; how that at last his suspicions were excited, and he requested the Prefect of Police to set a watch on the seller of manuscripts, and later recommended that he should be arrested, which was accordingly done, and now the forger lies in prison awaiting further inquiry. M. Chasles is of opinion that no single hand could have produced so enormous a mass of documents—so various a supply of letters, some even purporting to be written by Julius Casar, others by Charlemagne and the Merovingian kings, and that there exists somewhere an association of forgers, which remains to be discovered. Hence we may expect to hear of curious revelations on this 'international" controversy, and on the means by which it was brought about. Every friend of M. Chasles will rejoice that he has at last

poken out, and made a clean breast of it. -The discovery of two new diamond fieldsthose of the Cape and of Victoria-has come in good time to meet the demand. The East India supply has long since declined, and the marets have of late years been dependent on Brazilian. On the whole, the fashion for diamonds has declined in Russia, Turkey, Spain, and Por-tugal, though a rise was created by the fashion in Paris under the Empire and in the United States. Diamonds used to be, in disturbed countries, for the middle and higher classes, a resource for hoarding in political troubles, which gold and silver furnished to the lower classes. The improved political condition of many countries has diminished both modes of hoarding. For small diamonds or diamond dust for trade purposes the want has increased, and the price sometimes reaches £600 per ounce.

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MRS. MINNIE CUMMINGS has opened the above named place, at No. 119 South EIGHTH Street, where gentlemen can find everything in their line. The best fitting SHIRTS in the city, ready made or made to order. Purchasers of twelve articles receive the thirteenth as a

UMBRELLAS TO HIRE for 25 cents. Handkeres lefs hammed free of charge. Polite Salesladies in attendance. A call is respectfully solicited and satisfaction guar-

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### RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuyikill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Canadas.

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 730 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 630 P. M.; arrives in Philadelphia at 2:15 P. M. MORNING EXPRESS.

At 8:15 A. M. for Heading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

Hagerstown, etc.
The 7:30 A. M. train connects at READING with The 140 A. M. train connects at READING with East Pennsylvania Raliroad trains for Allentown, etc., and the 845 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Raliroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuyikill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pincerove, etc.

Pinegrove, etc.
AFTERNOON EXPRESS. AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M. READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M. and Reading at 7:30

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 16:15 A. M. Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A.

M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2 45 P. M., arriving at Philadelphia at 6 45 P. M. delphis at 6-35 P. M.

Harrisburg Accommodation leaves Reading at 7-15 A. M. and Harrisburg at 4-16 P. M. Connecting at Reading with Afternoon Accommodation south at 6-30 P. M., arriving in Philadelphia at 9-15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12-45, noon, for Pottsville and all way stations; leaves Pottsville at 5-40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily. Sundays excepted.

All the above trains run dally, Sundays excepted, Sunday trains leave Pottsville at S A. M., and hiladelphia at 3:15 P. M. Leave Philadelphia for tending at S A. M.; returning from Reading at 4:25

CHESTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1 and 5:45 P. M.

PERKLOMEN RAHLROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1 P. M. Stage lines for the various points in Perklomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:55 A. M. and 1:50 and 10:19 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg

Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 2 to and 5 to A. M. and 10 to P. M., passing Readarriving at New York at 11 A. M. and 1250 P. M., and arriving at New York at 11 A. M. and 1250 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without

change.

A Mail train for New York leaves Harrisburg at 8-10 A. M. and 2-05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:20 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 3:55 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:45 A. M. and 3:40 P. M., and from Tremont at 6:45 A. M. and 5:05 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Canadas, Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points designed, for families and firms.

MILEAGE TICKETS .- Good for 2000 miles, be tween all points, at \$52 50 each, for families and

SEASON TICKETS,—For three, six, nine, or twelve months, for holders only, to all points, at re-CLERGYMEN residing on the line of the road will be furnished with cards entithing themselves and wives to tickets at half fare.

EXCURSION TICKETS from Phasdelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT.—Goods of all descriptions forwarded to all the above regists from the Company Property of the Company of th to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and places on the road and his branches at 5 A. M., and for the principal stations only at 2-15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4-35 A. M., 12 45 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and BAGGAGE - Dungan's Express will collect baggage for all trains leaving Phi adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD, TIME TABLE Trains will leave Depot corner Broad street and Washing-ton avenue as follows:— Way Mail Train at 8:30 A. M. (Sunday excepted).

Way Mail Train at \$30 A. M. (Sunday excepted), for Baltimere, stopping at all regular stations, Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfells will Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express; 2:35 P. M., Express; 7:25 P. M., Express, SUNDAY TRAIN FIGOM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAHLROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit Gundays excepted) at 700 A. M. and 4:35 P. M. Standays excepted) at 700 A. M. and 4:35 P. M. Standays excepted) at 700 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Finladelphia daily (except Bundays) at 1:30 P. M., running to Oxford.

Leave Port Deposit for Philadelphia Gundays excepted) at 5:40 A. M., 9:25 A. M., and 2:30 F. M.

Trains leaving Wilmington at 4:50 A. M. and 4:16 P. M., will connect at Lamokin Junction with 7:00 A. M. and 4:56 P. M. Trains for Baltimore Central II. R.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 83 Chesnut streat, under Continental Rotel, where alm State Rooms and Berths in Sleeping Cars can be secored during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

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FROM WALNUT STREET WHARP.

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At 8 A. M., via Cam. and Jersey City Ex. Mail... 3-30

At 2 P. M., via Camden and Amboy Express.... 3-30

At 6 P. M., for Amboy and intermediate stations.

At 6 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and D. B. R. R.

At 8 and 10 A. M., 19 M., 2, 3-30, and 4-30 P. M., for Trenton.

Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burnington, Beverly, and Delanco.
At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.
The 11:30 P. M. line leaves Market Street Ferry, (upper side). (upper side).

FROM RENSINGTON DEPOT. At 11 A. M., via Kensington and Jersey City, New York Express Line, Fare, \$3, At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 25:15 A. M. and 6 P. M. for At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADSLIPHIA DEPOT.

Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25.

At 11:30 P. M., Emigrant Line Fare, \$3.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trenton.

Trenton.
At 9 30 A. M., 4, 645, and 12 P. M., for Bristol.
At 12 P. M. (Night), for Morrisville, Tullytown,
Schenck's, Eddington, Cornwell's, Torresdale,
Holmesturg, Tacony, Wissinoming, Bridesburg, and

Frankford.

The 9 36 A. M., S and 12 P. M. Lines will run daily. All others, Sundaya excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 36 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot. Chesnut and Walnut within one square. On Sundays the Market Street cars will run to connect with the 9-30 A. M., 8 and 12 P. M. lines.

BELVIDERE DELAWARE RAILBOAD LINES.

FROM KENSINGTON DEPOT.

BELVIDERE DELAWARE KALLBOAD LINES.
FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Bufalo, Dunkirk,
Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 5:30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

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FROM MARKET STREET FERRY (UPPER SIDE),
At 7 and 10 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mourt Holly, Smithville, Ewansville,
Vincentown, Birmingham, and Pemberton,
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At T A. M., I and 330 P. M., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILROAD,

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its deporture. The Chapture and Market streets thirty minutes before its deporture. feaving From and market streets thirty minutes be-fore its departure. The Chesnut and d'alnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Fepot. Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE EPOT, VIZ. :-Falladelphia Express, 12 night.
Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Philadelphia Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. Por this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

Market street. TRAINS ARRIVE AT DEPOT, VIZ. : ancaster Train......12:30 P. M.

Lancaster Train. 12:30 P. M.
Erie Express. 6:10 P. M.
Day Express. 130 P. M.
Pacific Express. 130 P. M.
Pacific Express. 8:25 P. M.
Harrisburg Accommodation. 9:40 P. M.
For further information, apply to
JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Raliroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. by special contract.

EDWARD H. WILLIAMS.

General Superintendent, Altoons, Pa.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carmel, Pittston, Tunkhannock, and Scranton.

Passenger Trains leave the Depot, corner of BERKS and AMERICAN Streets, daily (Sundays excepted) as follows:—

BERKS and AMERICAN Streets, daily (Sundays excepted) as follows:—
At 7:45 A. M. (Express) for Bethlehem, Allentown, Mauch Chuuk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock.
At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essey Rellroads. Essex Rallroads.
At 145 P. M. (Express) for Bethlehem, Easter Mauch Chunk, Wilkesbarre, Pittston, Scranton, and At 5 00 P. M. for Bethlehem, Easton, Allentown, nd Mauch Chunk. For Doylestown at 8-45 A. M., 2-45 and 4-15 P. M. For Fort Washington at 6-45 and 10-45 A. M., and

30 P. M. For Abington at 1:15, 3:15, 5:20, and 8 P. M. For Lansdale at 6:20 P. M. Fifth and Sixth Streets, Second and Third Streets, nd Union City Passenger Railways run to the new

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 00 A. M., 2 10, 4 45, and 8 25

From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. Fram Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2:35, 4:35, 6:45, and 9:35 P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 2 P. M. For Abington at 7 P. M. Doylestown for Philadelphia at 6:30 A. M. Bethlehem for Philadelphia at 4 P. M. Bethlehem for Philadelphia at 8 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street,
ELLIS CLARK, Agent,

W EST JERSEY RAILROADS.
FALL AND WINTER ARRANGEMENT.
COMMENCING TUESDAY, SEPTEMBER 21, 1569.
Leave Philadelphia, foot of Market street (Upper Ferry), at Ferry, at M., Mail, for Bridgeton, Salem, Millville, Vificiand, and all intermediate stations.

2-i5 P. M., Mail, for Cape May, Millville, Vinciand, and way stations below Glassboro.

5-50 P. M., Passenger, for Bridgeton, Salem, and all intermediate stations. 20 P. M., Woodbury and Glassboro accommoda-

Freight train for all stations leaves Camden dally, at 12 o'clock, noon. Freight received in Philadel-phia at second covered wharf below Walnut street. Freight delivery at No. 228 South BELAWARE Avenue.
Commutation tickets at reduced rates between Philadelphia and all stations.
WM. J. SEWELL, Superintendent.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.

TIME TABLE.

FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9 05, 10, 11, 12 A. M.,
1, 2, 3½, 3¾, 4, 4 35, 5 06, 6¾, 6, 6¾, 7, 8, 9, 10, 11, 12
P. M. P. M.
Leave Germantown at 6, 7, 7½, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4½, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3½ and 5½ up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-25, 7, and 10½
P. M.

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9%

P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 34, 54, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:49 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7:4, 9, and 11:35 A. M. 14.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philade phia at 6, 7%, 9, and 11:05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M. Leave Norristown at 5:40, 6%, 7, 7%, 9, and 11 A. M., 1%, 8, 4%, 6%, 8, and 9% P. M. The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane. Inne.
The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohoeken.
ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2%, 4, and The Leave Norristown at 7 A. M., 1, 5%, and 9 P. M. Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 2, and 11 05 A. M.,
126, 3, 4%, 5, 5%, 6%, 805, 1005, and 11% P. M.
Leave Manayank at 6 10, 7, 7%, 8 10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 830, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School labe and Manayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% P. M.
Leave Manayunk at 7% A. M., 1%, 6, and 9% P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

Depot, NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTY
FIRST and CHESNUT Streets, 7-45 A. M., 11-00 A. M.,
2-30 P. M., 4-15 P. M., 4-40 P. M., 6-15 and 11-30 P. M.
Leave West Chester from Depot, on East Market
street, at 6-25 A. M., 8-00 A. M., 7-45 A. M., 10-45 A.
M., 1-55 P. M., 4-50 P. M., and 6-50 P. M.
Train leaving West Chester at 8-00 A. M. will stop
at B. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 4-40 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving
West Chester at 7-45 A. M., and change cars at
B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving
Philadelphia at 4-40 P. M., and will change cars at
B. C. Junction.
The Depot in Philadelphia is reached directly by
the Chesnut and Walnut streets cars. Those of the
Market street line run within one sonare. the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS. Leave Philadelphia for West Obester at 8:30 A. M. Leave West Chester for Philadelphia at 7.55 A. M. and 4.00 P. M.

WILLIAM C. WHEELER, General Superintendent. PHILADELPHIA AND ERIE RAILROAD.—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1869, the Trains on the Fhiladelphia and Erie Hallroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.—WESTWARD. follows from Pennsylvania Railroad Depot, West Philadelphia:— Westward.

MAIL TRAIN leaves Philadelphia. 9-20 P. M.

"Williamsport. 7-30 A. M.

ERIE EXPRESS leaves Philadelphia. 11-50 A. M.

"Williamsport. 9-90 P. M.

"Williamsport. 9-90 P. M.

ELMIRA MAIL leaves Philadelphia. 8-00 A. M.

"Williamsport. 6-10 P. M.

arrives at Lock Haven. 7-30 P. M.

EASTWARD. MAII. TRAIN leaves Erie. 8-15 A. M.

"Williamsport. 9-15 P. M.
arrives at Philadelphia. 6-10 A. M.
ERIE EXPRESS leaves Erie. 3-20 P. M.
"Williamsport. 4-25 A. M.
"Williamsport. 4-25 A. M.
arrives at Philadelphia. 1-20 P. M.
"Williamsport. 6-50 A. M.
"Williamsport. 8-45 A. M.
"Arrives at Philadelphia. 7-15 P. M.
"Williamsport. 12-20 A. M.
"Arrives at Philadelphia. 7-15 P. M.
BUFFALO EXP. leaves Williamsport. 12-20 A. M.
"Arrives at Philadelphia. 9-25 A. M.
"Arrives at Philadelphia. 9-25 A. M.
Express East connects at Corry, Mail East at Corry and Irvineton, Express West at Irvineton, with trains of Ob Creek and Allegheny River Railroad.
ALL. TYLER, FRED General Superintendent.

GOVERNMENT SALES. G OVERNMENT SALE OF BONDED GOODS RE-Will be sold, at Godley's Bonded Warehouse, GRANITE Street, on FRIDAY, October 8, 1869, at 11

GRANITE Street, on FRIDAY, October 8, 1869, at 11 o'clock A. M., viz.:—
Per barque "Frei, "Gullas master, from Rotterdam June 11, 1866—1 cask Gin, mark Palm Tree—C. Imported by George C. Carson & Co.
Per Outside Line, from New Bedford June 19, 1866—2 casks and three & casks Wine, mark W. D. Imported by William Derbyshire.
Per railroad line, from New York July 23, 1866—19 baskets Wine, mark S. S. N. Imported by S. S. Norcross.

Per steamer "Propontis," Higginson master, from Liverpool August 6, 1866—13 baskets Champagne, mark G. (H.) V. Imported by G. H. Vandyke & Co. Per railroad line, from New York August 22, 1866—

Twelve % ps. Brandy, mark A. W. Imported by A. Per brig "Matilda," Anderson master, from St. Bartholomew August 28, 1866—4 barrels Lead Ore, Imported by Janutche & Lavergne. Per barque "Jupiter," Bradherring master, from London September 21, 1866—16 dozen bottles Wine, marks J. W. & Co. and P. K. Imported by Phil.

HENRY D. MOORE, Collector of Customs. SAMUEL C. COOK, 9922 25 25 27 29 30—10 4 5 7 Auctioneer.

OVERNMENT SALE OF UNCLAIMED GOODS remaining in store over one year. GRANITE Street, on FRIDAY, Oc. ober 8, 1869, at 11:20 o'clock A. M., viz.:— Per brig '8, W. Welsh," Watson, master, from Palermo, June 1, 1868, one valise Clothing, mark G. M. or A. N. M. or A. N.
Per brig "George Berry," Bradley, master, from sagus, June 10, 1868, two demijohns Liquer.
Per barque "H. Gregory," Gregory, master, from Jenoa, June 30, 1868, three packages sample Cotton.

Per schooner "Ralph Sonder," Crosby, master, from Hillsboro, September 4, 1864, one small package, mark E. Pennington, Jr., care of Medara &

Cabuga.

For brig "Bride," from Messina, January 27, 1868, one box merchandise, address d John Francis.

HENRY D. MOORE, 9 22 28 25 27 29 30—10 4 5 7 Collector of Customs.

MERRICK & SON SOUTHWARK FOUNDRY, No. 430 WASHINGTON AVENUE, Philadelphia. WILLIAM WRIGHT'S PATENT VARIABLE CUT-OFF STRAM ENGINE,

Regulated by the Governor. MERRICK'S SAFETY HOISTING MACHINE, Patented June, 1868. DAVID JOY'S PATENT VALVELESS STEAM HAMMER

D. M. WESTON'S
PATENT SELF-CENTRING, SELF-BALANCING
CENTRIFUGAL SUGAR-DRAINING MACHINE. RO EXTRACTOR.

For Cotton or Woollen Manufacturers. 7 10 mwf J. VAUGHN MERRICE. WILLIAM H. MEBRICE.
JOHN E. COPE.

ESTABLISHED 1819. The New York Dyeing and

Printing Establishment, STATEN ISLAND, No. 40 North FIGHTH Street (West Side), Philadelphia: No. 18 DUANE Street and 752 HROADWAY, New

York.

This old and well-known Company are prepared, as usual, with the highest degree of skill, and the most approved machinery, TO DYE, CLEANSIE and FINISH every variety of LADIES and GENTLERMEN'S GARMENTS, and PIECE GOODS, in their usual superior manner, GARMENTS OLEANSED WHOLE. 9 17 fmw2m NOTE—This is our only office in Philadelphia.

JOHN FARNUM & CO., COMMISSION MER Chants and Manufacturers of Conestoga Ticking, etc. No. 333 CHESNUT Street, Philadelphia. 41 wims

AUOTION SALES.

M. THOMAS & SONS, NOS. 189 AND 141

Peremptory Sale, No. 1222 Archetreet.

ELEGANT RESIDENCE AND FURNITURE.

Oct, 6, at 10 o'clock, will be sold at public sale, without rowere, on the promises, all that vory clogant three-story press brick measurage (marible to second short), north side of Archetreet No. 1200, containing in front 25 feat, and indepth 120 feet to a 20 feet street. Replete with all modern conveniences. conveniences.

SUPERIOR FURNITURE, MANTEL AND PIER MIRRORS, AXMINSTER AND BRUSSELS CARMIRED, CHANDELIERS, ETC.

Immediately after the sale of the real estate, will be sold, by estalogue, the entire furniture, comprising two suits elegant walnut parlor furniture, garnet and green plush coverings; four elegant French plate mantel and pier mirrors, walnut bookease, walnut hall furniture, superior walnut dining, sitting room, and chamber furniture extension dining table, lounges, handsome Axminster and Brussels carpets, oil cioths, handsome chandellers and gasfixtures, etc.

Full particulars in catalogues.

stures, etc. Full particulars in catalogues. The cabinet furniture made to order by Moore & Campion.

Fale of residence and furniture peromptory, the owner going to Europe.

[10 4 24

Extensive Sale at the Auction Rooms, Nos. 139 and MI
SUPERIOR HOUSEHOLD FURNITURE, PIANOS,
MIERT RS, Fire-proof Safe, Office Furniture, Hair
Glass Ware, Stoves, Handsome Velvet, Brussols, and
other Carpets, Fig.
On Thursday Morning.
Oct. 7, at 9 o'clock, at the anation rooms, by catalogue,
a large assortment of superior Household Furniture, comprising. 2 handsome resewood and walnut parior smits,
covered with figured brocatelle, made by Moore & Comprising. 2 handsome resewood and walnut parior smits,
covered with figured brocatelle, made by Moore & Comprising. 2 handsome rosewood and walnut parior smits,
covered with figured brocatelle, made by Moore & Comprising. 2 handsome rosewood and walnut parior smits,
covered with figured brocatelle, made by Moore & Comprison and Latz; walnut parlor furniture, covered with planh,
req, and hair-cloth; library and dining room furniture;
5 handsome walnut chamber soits; elegant rosewood
7-octave plane-forte, made by H. Larsen, New York; 2
plane-fortes, made by Pennsylvania Manutacturing Compasy, and Loud; fine French plate mantlel and pier
marble tops; wardrobes, extension, centre, and bonquet
tables; lounges, hat stand, etageres, superior office desks
and tables, cil paintings and congravings, china, glass, and
plated ware, fine hair mattresses, feather beds, belisters
and pillows, superior fire-proof safe, made by Fyrans &
Watson; 2 from chests, 100 doz, shoe blacking, 12 walnut
school desks, chandeliers, gas-consoming and cooking
stoves, double barrel guns, handsome velvet, Brussels,
and other carpets, oil cloths, etc.
Also, Lefine oil paintings, by Baum, B. Brugner, and
Sardowsky.
Also, clegant cab'not organ, made by Great, Kinsley &
Co., in handsome resewood case. Sardowsky,
Also, elegant cabinot organ, made by Great, Kinsley &
Co., in handsome rosswood case. [10.52t]

BUNTING, DURBOROW & CO., AUCTION-BERS, Nos. 282 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LARGE SALE OF BRITISH, FRENCH, GERMAN,
AND DOMESTIC DRY GOODS.
On Thursday Morning,
Oct. 7, at 10 o'clock, on four months' credit. 10 1 5t

IMPORTANT SALE OF CARPETINGS, GIL CLOTHS, FIG. ETC. ETC. On Fridgy Morning.

Oct. 8, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. 10 25

LARGE SALE OF FRENCH AND OTHER RUROPEAN DRY GOODS.

Oct. II, at 10 o'clock, on four months' credit, including a spec'al sale of Paris and Vienna broche lang and square and Chebille shawls. By order of Messra. Leamater Bros.
Particulars hereafter. [10 5 5t]

C. D. McCLEES & CO., AUCTIONEERS, SALE OF 1500 CASES BOOTS, SHOES, BROGANS, ETC. ETC. ETC. On Thursday Morning, Oct. 7, at 10 o'clock, including a large line of city-made

N. B. Sale every Monday and Thursday [10 4 36 THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

SALE OF PENNELLTON MILLS WOOLLEN MA-CHINERY.

On Wednesday Morning.

Oct. 6, at 10 o'clock, at Pennellton Mills, on Chester Creek Reilroad, near Chester, will be sold the entire ma-chinery of the mill. Catalogues can be had at the auction store. 10 426 Administrator's Sale, S. E. corner Twentieth and Oxford

Administrator's Sale, S. E. corner Twentieth and Oxford
WALNUT PARLOR. CHAMBER, AND DINING.
ROOM FURNITURE; BRUSSKLS AND OTHER
CARPETS; OIL PAINTING; MATTRESSES;
CHINA; GLASSWARF, ETC.
On Thursday Morning,
October 7, at 10 o'clock, at the southeast corner of Twentieth and Oxford streets, by order of Administrator, will
be sold, the entire furniture of the house, comprising
2 suits of elegant parlor furniture, covered with green
plush; superior Brussels and imperial carpets; centre and
bouquet tables, marble tops; oak sideboard and extonsion
table; wahmt offee table; walmt came seat chairs; oil
paintings; four suits walnut chamber furniture; fine hair
mattresses; bedding; china; glassware; kitchen furniture, etc.
Also, I fine barometer; I liquor hydrometer.
The furniture can be examined after 8 o'clock on the
morning of sale.
Catalogues now ready for delivery at the auction
stere.

AT PRIVATE SALE.

AT PRIVATE SALE,

1 second size Billiard Table, marble top, with balls, etc.,

10.5 26

n good order. LIPPINCOTT, SON & CO., AUCTIONEERS SPECIAL SALE OF HAMBURG EMBROIDERED Edgings and Insertings, Embreideries, 44 Irish Lineas, Linea Cambric Handkerchiefs, etc. etc., by order of Mr. Robert Macdonald. Robert Macdonald. On Wednesday Morning. Oct. 6, 1983, at 10 o'clock, on four months' credit. Full particulars hereafter.

LARGE POSITIVE SALE OF 1250 LOTS FOREIGN AND DOMESTIC DRY GOODS, ETC. ETC.; ALSO, STOCK OF A WHOLESALE HOSIERY AND NOTION HOUSE. NOTION HOUSE. On Thursday Morning, Oct. 7, 1869, at 10 o'clock, on four months' credit. 10 4 3b

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesnien for M. Thomas & Sons.) No. 529 OHESNUT Street, rear entrance from Minor, Sale No. 529 Chosout street.

HANDSOME WALNUT PARLOR, CHAMBER, AND
LINING ROOM FURNITURE, Fine French Plato
Mirrors, Flegant Plano Fortes and Cabinet Organs,
Superior Fireproof Safes, Handsome Brussels, Volvet,
and other Carpets: Superior Turning Latho, Fine Plated
Ware, Spring and Hair Mattrosess, etc.

Oct. 6, at 10 o'clock, at the auction rooms, No. 529 Chesnot street, by catalogue, a large assortment of excellent
Household Furniture, etc.

BOOTT'S ART GALLERY, No. 1626 CHESNUT

ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND

BOILER WORKS.—NEAFIF & LEVY
PRACTICAL AND THEORETICAL
ENGINEERS, MACHINISTS, BOILER,
MAKERS, BLACKSMITHS, and FOUNDERS, having
for many years been in successful operation, and been at
clusively engaged in building and repairing Marine and
Fliver Engines, high and low-pressures, from Boilers, water
Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for
engines of all sizes, Marine, River, and Stationary; having
sets of patterns of different sizes, are prepared to execute
orders with quick despatch. Every description of patterns
making made at too shortest notice. High and Low-pressore Fine Tubular and Cylinder Boilers of the best Pecosylvania Charcoal Iron. Forgings of all sizes and kinds,
from and Brass Castings of all descriptions. Roll Turning,
Serew Culting, and all other work connected with the
above business.

Drawings and specifications for all work done at the bove business.

Drawings and specifications for all work done at the stabilishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs t beats, where they can lie in perfect safety, and are precided with shears, blocks, falls, etc. etc., for raising heavy than weights.

ir light weights. JACOB C. NRAFIE, JOHN P. LEVY, BEACH and PALMER Streets. SOUTHWARK FOUNDRY, FIFTH AND WASHINGTON Streets,

MERRICK & SONS,
ENGINEERS AND MACHINISTS,
manufacture High and Low Pressure Steam Engines
for Land, River, and Marine Service.
Boilers, Gasometers, Tanks, Iron Boats, etc.
Castings of all kinds, etther Iron or Brass,
Iron Frame Roofs for Gas Works, Workshops, and
Railread Stations, etc.
Retorts and Gas Machinery of the latest and most
improved construction. PHILADELPHIA

improved construction.

Every description of Plantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Oli Steam Trains, Defecators, Filters, Pumping Encires of the Construction of the Construct gines, etc.
Sole Agents for N. Billenx's Sogar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Drain-

CIRARD TUBE WORKS

JOHN H. MURPHY & BROS. Biannfacturers of Wrought Iron Pipe, Etc. PHILADELPHIA, PA. WORKS,

TWENTY-THIRD and FILBERT Streets. No. 42 North FIFTH Street. COTTON SAIL DUCK AND CANVAS,

of all numbers and brands. Tent. Awning, Trank, and Wagon-cover Duck. Also, Paper Manufacturers Drier Feits, from thirly to soventy-six inches wide, Paulius, Belting, Sail Twine, etc.

108 OHUROH Street (City Stores).